

SQUIBS FROM THE WATER FRONT

Skipper Matthew Sears came home yesterday afternoon in sch. William L. Putnam with 58,000 pounds of fine haddock which was taken out at the Gloucester Cold Storage Company to be filleted, and then she went to the Pew wharf of the Gorton-Pew Fisheries where the men are busy unloading the 40,000 pounds of large cod which will be split or salted. The Putnam has been busy haddocking since the first of the year, getting the most of their fish on Brown's bank.

Almost 270,000 pounds of mackerel that could not be sold in Boston were brought to port here yesterday where several companies took them at very low prices. Davis Brothers took the 80,000-pound fare of the seiner Leretha, of which Capt. John Morash is the skipper.

Gorton-Pew Fisheries took the rest. The seiner Josephine and Mary went to the Pew wharf with 48,500 pounds of mackerel; the Rose and Lucy, another seiner, unloaded 70,000 pounds at the Gorton wharf, across the bay; and the Gloucester Cold Storage took from the seiner Catherine Burke, 70,000 pounds.

They do say as how it looks like old times at Gorton's, with a good-sized crew busily engaged in taking care of the several trips that have been in there recently. The only difference lies in the tragedy of the fisherman in having to sacrifice their time and labor by catching fish which are not worth the trouble.

They tell Squibs that the mackerel seiner Old Glory of which Capt. Frank Foote is the skipper, shared \$110 for each member of the crew since they had been south. The Old Glory was in the on the first trips, thus the generous (for these times) share. The schooner stocked \$4000.

The Nova II., a lobster smack, was in port again yesterday morning, this time with 250 crates of live lobsters, about 35,000 pounds, for the Consolidated Lobster Company, of Bay View. Capt. Myra loaded his cargo at Port Felix, N. S.

Among the missing is the last letter of the world Joanna on the star-ago tomorrow, brought sch. Richard home from Cape North and the Magdalens where he had caught 160,000 pounds of fresh cod, and 30,000 pounds of salt cod, and was the first of the fresh and salt codfishing fleet to round the Point.

Even with all the ocean before him, or rather beneath 'em, the fishermen still have to have a water boat, because 'tis the freshest kind running. This craft may be plying its way through the harbor any day, visiting craft which desire the original and safest thirst quencher, water. The Wenham Lake, is the name of this craft and John Wennerberg is the skipper. The Wenham Lake was once in charge of a chap they called "Black Allan" McDonald. Another water boat was the Wanderer, with "Ed" Wennerberg, they tell Squibs. In those days, when boat engines were rare, the water boats had a single mast in them and plied their way by sail only. Times have changed, however, and now they scoot around the harbor propelled by motor power.

They're certainly doing a great painting job on the sch. Portugal which is now at the United Sail Loft wharf, from which Capt. Albina Pereira intends to sail swordfishing within the next few weeks.

SQUIBS.

WEEK-END TRIPS WERE LIGHTER

GROUND FISH RECEIPTS RISING OF 100,000 POUNDS—TWO LOBSTER CRAFT HERE.

Week-end fish receipts were not so heavy, only 108,500 pounds of cod, and haddock being reported. The gill netters brought in 62,000 pounds, all being out Saturday, while only nine were out yesterday; and the trawlers accounted for only 25,000 pounds, while one dragger was in yesterday with 21,000 pounds of haddock.

Most of the seining fleet sailed yesterday afternoon to resume fishing for mackerel, and several of the netting fleet returned to this port to get ready for swordfishing. The dragger Magellan unloaded her haddock fare at Gloucester Cold Storage for filleting today.

Two lobster boats were in port this morning with a total of 432 crates of lobsters from Tuskett, Nova Scotia, consigned to the Consolidated Lobster company of Bay View.

Gloucester Arrivals and Receipts.

The arrivals and fares in details: Mary Ellen, trawling, 1700 lbs. cod. Eva Marie, trawling, 500 lbs. cod. Three Brothers, trawling, 500 lbs. cod.

Lady of the Rosary, trawling, 1000 lbs. cod.

Emily C., trawling, 2000 lbs. cod. Liberty, trawling, 4500 lbs. cod. Beauty, trawling, 2400 lbs. cod.

Annie and Mary, netting, via New York.

Huntington Sanford, netting, via New York.

Funchal, netting, via New York, to fit for swordfishing.

Theresa and Dan via Norfolk, Va., to fit for swordfishing.

Alice and Mildred, seining, 35,000 lbs. mackerel (went to Boston).

Virginia and Mary, dragging, via Boston.

Bethuna, seining, via New York.

Babe Sears, seining.

Capt. Drum, seining.

Carlo and Vence, seining.

Fannie F. Hickey, seining.

Grace F., seining.

Hoop-la, seining.

Inca, seining.

Josephine and Mary, seining.

Linta, seining.

Margaret D., seining.

Marietta and Mary, seining.

Natale II., seining.

Nova Julia, seining.

Naomi Bruce III., seining.

Rose and Lucy, seining.

Serafina N., seining.

Santina D., seining.

St. Peter, seining.

St. Rosalie, seining.

Superior, seining.

Salvatore and Rosalie, seining.

Serafina II., seining.

Santa Maria, seining.

Saint Theresa, seining.

Uncle Sam, seining.

Alice and Mildred, Boston.

Jackie B., seining.

Joanna, seining.

Mary W., seining.

PORT OF GLOUCESTER.

Arrived.

Lobster smack Fannie via Tuskett, N. S., 198 crates lobsters.

Lobster smack Consolidated, via Tuskett, N. S., 234 crates lobsters.

On the Ways.

Andrew and Rosalie, on Parkhurst's Marine railways for overhauling.

Venosta in Halifax.

Trawler Venosta arrived from the banks Thursday with a large fare of fish for the National Fish Company.

TWO-SEINERS AT BOSTON FISH PIER

BRING 75,000 POUNDS OF MACKEREL, BUT SELL ONLY PART OF THEM.

Two mackerel seiners, Mary F. Curtis and Alice and Mildred, were at the Boston fish pier this morning with a total of 75,000 pounds of fresh mackerel. They sold only a part of them, at the minimum price set by agreement among the seining fleet, 2 cents per pound.

There were 29 other arrivals with 745,000 pounds of groundfish, 2000 pounds of halibut and 190,000 pounds of mixed fish. Prices were still low on all varieties.

Boston Arrivals and Receipts.

The arrivals and fares in detail:

Str. Ocean, 61,000 haddock, 31,000 cod, 28,000 mixed fish.

Str. Quincy, 50,000 haddock, 40,000 cod, 25,000 mixed fish.

Yankee, 36,000 haddock, 6000 cod, 3800 mixed fish.

Venture, 42,000 haddock, 3300 cod, 3300 mixed fish.

Waltham II., 10,000 haddock, 14,000 cod, 11,000 mixed fish.

Evelyn G. Sears, 14,000 haddock, 6000 mixed fish.

Ruth and Margaret, 26,000 haddock, 53,000 cod, 2000 halibut.

Evalina M. Goulart, 25,000 haddock, 16,000 cod, 1000 mixed fish.

Dawn, 37,000 haddock, 41,000 cod, 16,000 mixed fish.

Edith C. Rose, 60,000 haddock, 40,000 cod, 2500 mixed fish.

Gertrude DeCosta, 60,000 haddock, 28,000 cod, 1000 pollock.

Ingomar, 38,000 cod, 3800 mixed fish.

Minnie M., 13,000 pollock.

Mary F. Curtis, 40,000 mackerel.

Alice and Mildred, 35,000 mackerel.

Rosie II., 6000 mixed fish.

Two Pals, 6800 mixed fish.

Robert and Edwin, 7700 mixed fish.

Found ANSWER

The Central Park zoo on a day of drizzle and sizzling fires on sleek pavements, Jay Bruce, a sunburned and rather self-conscious gentleman in overalls—the only professional hunter on a state payroll. He is lion catcher extraordinary for California. Two rather starved-appearing mountain lions pace their cage as Bruce fumbles with the door. He might to the far end of the enclosure.

New York, May 22.—This is New

BY JAMIE

MY NEW

JEWEL

W. E. D. H.

May 22

NO MACKEREL TO BE SOLD FOR LESS THAN TWO CENTS POUND

FIND SKIPPER OF MACKEREL SLOOP DEAD

Capt. Henry G. Swenson, 67 years, a native of Norway, was found dead at 10 o'clock this forenoon by two boys in the cabin of his 45-foot sloop Maxwell which is tied up alongside the Booth Fisheries wharf. Dr. Ira B. Hull, medical examiner, pronounced death due to heart failure.

The old mackerel netting skipper was found dead and Arthur Mather, two boys, the companion on the floor of the sloop, clad as if he had and had a sudden death. The b

NO MACKEREL TO BE SOLD FOR LESS THAN TWO CENTS

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work a hardship on those seiners carrying more men in the crew than the others. For instance a seiner with 17 men in the crew would have a hard time keeping up with a boat having only 11 men as is the case, because the share would necessarily be smaller. It should be stated that all fishing boats operate on a sharing basis, methods varying somewhat. On the Italian boats, the owner of the vessel is allowed five or six shares, and then each member of the crew including the skipper comes in for one share. That means that if there are 14 men in the crew then the number of shares will total 20, and that on each trip after the expenses of grub, fuel and ice and incidentals are subtracted from the stock, or amount received for the catch, that remainder is divided by 20, and the answer is what each of the crew receives for his labor for that trip while the boat takes five times that answer. In case a boat stocks \$500 as it should at the new ruling for a 25,000-pound fare, and if the expenses should total \$100, then \$400 is the amount to be divided by 20, giving each of the crew of 14 \$20, and the boat gets six shares or \$120. The expense is a flexible amount and may be considerably more than that century which it more often is. Take the other crafts where the "lay" is such that half the \$400 goes to the boat for its share, and the other half or \$200 is divided among the crew, giving them only \$10 each for the same amount of work. That seiners with larger crews should be allowed to land larger fares in order that their crews may have a chance to equal the share of the seiners with a few

fice of Booth Fisheries where Manager Henry F. Brown notified the police. Patrolman Ralph A. Levie went to the scene, while the medical examiner was notified.

Swenson was up and about yesterday, busily engaged in painting his craft, in which he took great pride, and possessing a few nets, used to engage in mackerel netting. He has lived aboard the Maxwell for several years and between mackerel netting, at Booth Fisheries, fish on the wharf, he Everyone liked Capt. Swenson, who he has not yet six years, his wife sent. It is not known any relations on this antic now.

All Skippers and Owners Take Drastic Action To Stabilize Price To Preserve Fisheries

Craft Limited To Sale of 25,000 Pounds a Trip---Gloucester and Provincetown To Pay Half Cent Less

After three hours of argument and exchange of ideas, captains or owners of 52 Gloucester mackerel seining vessels of a fleet of 56 sail, in special session at the Master Mariners association Saturday afternoon pledged themselves as predicted in the Times of last Friday, to accept not less than two cents per pound for fresh mackerel sold as such for the rest of the seining season, nor less than one and one-half cents per pound for 25,000 pounds of mackerel per trip, which means that if a vessel has a number of barrels of salt mackerel it must be included in the 25,000 pound total, and not counted separately.

(2)—That the following prices shall be accepted by all seiners for each fare; two cents per pound for mackerel to be re-sold as fresh fish in Boston, New Bedford, Newport, and Portland; all mackerel to be re-sold as frozen fish at any one of the above ports, one and one-half cents per pound; all mackerel to be re-sold as fresh fish at Gloucester or Provincetown, a half-cent lower per pound than in the other ports previously mentioned; and for any mackerel to be re-sold from Gloucester or Provincetown, as other than fresh, one and one-half cents per pound. What ever "overage" there might be through plausible miscalculation of fare, to be discharged by the skipper in any way he sees fit, except that they cannot be sold.

A New Deal.

Every seiner further agreed not to sail out of the harbor until yesterday afternoon when many of them left port to begin the "new deal" of the mackerel industry which it is hoped will not contain any "jokers."

During the informal discussion it was suggested that the "overage" which might run from 500 to 200 pounds, be put aside in a separate pile and the proceeds from the selling of that fish be placed in a fund for some worthy cause, but the danger there laid in the thought that the same "overage" would multiply and get beyond the control of the resolution, and also be instrumental in defeating the price when the market might be low.

Another suggestion was that the maximum catch for a trip would

One Representative To a Boat.

Thus with only four active seiners of this port without representation, out of a fleet of 56 local sail, Henry F. Brown, secretary of both the Master Mariners' and the Fishing Masters' Producers associations, took his stand upon a table in front of the entrance to the inner chamber, where the meeting was to be held, and guarded the portal as he read off the list of the boats and allowed one representative of the boat to slip through the doorway, and as all were accounted for, the hundred or more connected with the industry who were curious to learn the results of the palaver inside the closed door, lingered in the recreation rooms awaiting the verdict. It resembled City hall on election night, and when the door opened the least bit, all eyes sought the individual emerging for some reason or other, in the hopes of gleanings information as to what was transpiring.

Within the meeting room, the purpose of the session was clarified by Mr. Brown who warned that the time had come to stand by the fleet and adhere closely to whatever policy was adopted. Secretary Brown then introduced Capt. John A. Dahmer,

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SQUIBS FROM THE WATER FRONT

BIGGEST FLEET OF SEINERS IN YEARS RESUMED FISHING YESTERDAY.

Certainly was big doings at the Master Mariners clubrooms Saturday when over 20 fishermen gathered to do battle for the old alma mater which in this case happens to be the seining fleet that seems to have been getting "spiked" in the market. Oh yes, they had their clashes, a few of them, but it was a healthy talk, for fishermen are not the sort to talk about each other unless they are facing the one being talked about. And after the smoke had cleared, they were ready to play billiards again as if nothing had ever happened.

Yesterday afternoon was the time set for the fleet to throw off the ropes from the wharf, and 'round the Point in quest of more mackerel, and what a glorious sight it made as one after another left the dock bound for the schools to carry out the "new deal." Close to 50 of them were in the group, the largest fleet to leave this harbor at one time, for many years, in any form of fishing.

Who says the adopted Italians don't cooperate with the natives? That group of Italian skippers and owners which attended the meeting certainly belied that statement for they were there and what is more, were willing to abide by the rulings. Every boat but two were in the harbor, and those two were unable to arrive in port in time. Such splendid types of citizens as Benjamin Curcuro and others have done much to show the way to these fishermen from the Fort.

The treasure hunter dropped anchor here yesterday only to leave his boat and hit the trail for Norfolk, Va., again the same day. Referring to Skipper John Hall, no less, of the dragger Theresa and Dan, who tired of hauling scup and sea bass out of the briny down south this Spring, and anchored his craft over the treasure ship which is said to have \$300,000 in real gold deposited in a safe in a ship that is now in Davy Jones' locker—been there in fact for 10, these many years.

They say as how this ship was bound to one of those South American countries which diets on revolutions, and that the bullion was to finance the fracas, but the ship sunk in mid-ocean, and the country's president lived to read of his salvation in the morning chronicle.

Then Cap'n John came into the picture when he and his vessel were employed to stand guard over the site beneath which is supposed to be the treasure. If the safe was raised to the surface, the skipper planned to stock one of the most profitable fishing trips of his or any other skipper's career, and then came changes, and now there are complexities which are too involved for present notice here. Anyway, Capt. Hall is back in Norfolk to look out for his interests in the matter, but will be back here as soon as he can to get his boat ready for the sword-fishing season.

May 22

Over at Rocky Neck railways the Malabar VII., a fine yacht, has a new master, having been sold to parties from San Diego, Cal., the land of the native sons. Incidentally the yacht is going to take an ocean voyage to its new home port, and George Roberts is busy detaching the mast and other parts which lengthen the craft and can be removed.

They called him "rain-in-the-face" Jameson, this old-time skipper whose features resembled those of the original American. His proboscis may have extended well over his chin, but there's one thing he knew thoroughly and that is where the fish were and how to get them. They say that he was one of the best shore fishermen that ever gloried in heavy weather.

With every sail unfurled, home came the Nimbus, Saturday afternoon, from the direction of Montauk Point, with Capt. Clayton L. Morrissey aboard. Capt. Clayt says that the Nimbus has been mackerel netting down there, and landing her trips near the Point. This week he intends to go to Cape Porpoise, Me., to resume fishing. There's one man that doesn't know the meaning of the words "retired skipper." He has been in every type of fishing in his day, and has yet to lay aside his oilskins. All power to him!

The Master Mariners had the pleasure of greeting their genial president, Capt. Edward A. Proctor again yesterday, for the skipper arrived in port in the mackerel netter Funchal, of which Capt. Patrick J. Murphy is the skipper. They did better than most of the netters.

The mackerel netters from here, most of them, went into debt, so Squibs is told, since they did not strike the fish when the prices were decent, and then the price sunk so low that small trips were worth next to nothing. However, one who must have shared pretty well is the Huntington Sanford, whose skipper is Capt. Ed Lasley. That boat has made some good strikes. 'Tis home now, having arrived last night.

Most of the netters will turn their attention to the swordfishing field soon as they dock here, and the Funchal is one of them. Another is the Louis A. Thebaud, Capt. Percy Pieroway, which entered the harbor yesterday afternoon.

The dragger Virginia and Mary was down from Boston Saturday afternoon with her skipper, Capt. Joe Frontiero aboard.

They're in again. Meaning the artists who frequent the waterfront with their palettes and easels and long, skinny brushes looking for local color in its virgin state, and the wharves yesterday had their share, especially the Atlantic Supply wharf, glorified by the presence of the sch. Gertrude L. Thebaud. However, what interested the artists evidently was the Harbor Cove section across the way. The Thebaud was not at the dock.

Shavings only remain to remind Squibs of the past that has been of Essex as a shipbuilding village. Both the Story and James yards certainly look melancholy these days with nary a boat on the stocks. SQUIBS.

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BIG MACKEREL WEEK BUT NO MONEY IN IT

Good catches of mackerel were landed last week by the fishing fleet. The supply exceeded the demand and a large quantity was disposed of for freezing. The fish were mostly large and medium, weighing two to three pounds each and were caught 20 to 35 miles southeast of No Man's Land where there has been a large body of mackerel. Mackerel sold for 50 cents to \$1 per 100 pounds for large and medium and 50 cents to \$1 for small.

The total catch of mackerel to date is ahead of last year and larger than any year for five years. It amounts to 6,429,200 pounds as compared with 6,323,700 pounds in 1932; 4,863,700 pounds in 1931; 5,879,995 pounds in 1930 and 3,483,350 pounds in 1929.

Oporto Codfish News.

Oporto reports for heavy stocks of poor grade New foundland fish. The consumption is light and there is not much likelihood of any improvement in prices. Green fish from Iceland and elsewhere have arrived in large quantities. No suitable stocks are available for the Spanish and Italian markets. The latter market is suffering because of warm weather which has caused sales to fall off. The West Indies market has been demoralized by heavy shipments of inferior quality. Heavy shipments have gone forward to Porto Rico, and there is little hope for any increase in prices. Southern Brazil is not buying because of economic difficulties. Northern Brazil is buying and paying for supplies in a satisfactory manner. Norway's catch is a little less than last year, but most of it is being split. Iceland's catch is 50 per cent. above the same date last year, but as her trawler fleet is to be reduced it is expected that the total catch will not exceed that of last year.—St. John's N. F., Herald and Trade Review.

Lobster Notes.

Two more large consignments of live lobsters were brought to the Boston market yesterday from Nova Scotia by two of the collection fleet. The O. K. Service III., Capt. Seth E. Himmelman, from Port Dufferin had 358 crates and the Nova IV., from Canso, had 308 crates.

Selling at \$18.

Lobsters have been in good supply from Canada and last arrivals sold to wholesale dealers at Boston at \$18 per crate.